4:Grajdanzev--118 S-4 (no date) 1942 Formosans
116, 494, 496, 177.49 Japan
636.49

"All kinds of communications are in use in Taiwan—from the primitive sedan chair and jinrikisha (rickshaw) to the airplane, but modern means of communications are either in the hands of the Japanese government or of Japanese companies. There are 3,375 km. of improved roads. These play an increasingly important part in inland communications because the railroads do not link up the whole island in a complete network; the eastern part has no railroad connections with the rest of the island. The number of motor cars and buses is small (1). The buses on the roads are used by the government railways as feeders for the rail services."

1. No statistics are published by the government.

15: U.S. Navy--30-31
116, 494, 177.49
636.49

(no date) 1944

Formosans
Japanese

"Ricksha men operate under license, and must maintain certain standards of dress and of vehicle maintenance set by the police. Indeed, the regulations are so precise that every [31] ricksha man changes from a winter blue costume to a summer white costume on exactly the same day, and vice versa."

poor condition. An arterial highway 404 kilometers long, linking the principal ports, runs from Keelung to Kaohsiung. It has a minimum width of 21 feet (6-1/2 meters) over most of its length and can support 9-ton trucks.[7] Gravel roads connect Suao with the arterial highway, and other roads serve the southern part of the island, passing through Taitung and ending at Chihshang. There is no highway between Chichshang and Hualien. Su-hua highway, running between Suao and Hualien, is a single lane of about 28 miles (45 kilometers), passing along the face of the sea-cliffs. Construction of this road was a major engineering feat. The road is sometimes blocked by landslides. Generally, the gravel roads in Formosa are very rough and the bridges very narrow.

Currently, surveyors are at work in preparation for the building of highways across the central mountains from Tungshih to Tachien. One branch will extend to Lotung by way of Tuchang and another will connect with the Su-hua highway through Kuanyuan and Taloko Gorge.

Formosa has a comparatively small number of motor vehicles. As of the end of 1954, there were 3,875 passenger cars (654 for public hire) to a population of about 10.4 million. Almost all of the population must depend on mass transport of one kind or another. In 1954 there were 1,774 buses on the island. The Taiwan Provincial Highway Bureau, together with seventeen private companies and five city bus services carried a total of 275 million

7. T'ai-wan Kung-lu Kung-ch'eng [Taiwan Highway Engineering], Vol. 2, No. 1, Nov.1,1953, p. 9.

passengers over an average distance of 9.4 kilometers in 1954. The increase in the total traffic volume in recent years has been remarkable -- 943 million passenger-kilometers in 1951 and 2,582 million passenger-kilometers in 1954. In the same period, railroad passenger traffic increased slightly, from 2, 154 million passenger-kilometers to 2,217 million passenger-kilometers.[8]

All highway truck services are operated by private concerns; in 1954 there were 455 trucking companies, with a combined total of 2,401 trucks. In that year the companies carried 4.7 million metric tons of goods over an average distance of 27.4 kilometers. However, the actual total volume of trucking on the island may be somewhat greater, since many factories and enterprises own trucks.

With improved roads and better highway facilities -- as in the case of the completion of a surfaced road between Taoyuan and Tainan, the completion of Silo bridge, and so on -- highway transportation systems will expand. The United States is furnishing bus chassis and motor assemblies for this purpose.

The completion of Silo bridge deserves attention. Before 1952, the north-south arterial highway was interrupted by the Cho-shui River at Silo. At this point, the river is about 1.3 miles (two kilometers) wide. In order to cross the river, traffic detoured some 53 miles (85 kilometers) With American aid, the government proceeded

8. Statistical Abstract of the Republic of China, 1955, Tables 126-28.

1:Gallin E-4,5 (1957-1958) 1966
AD5 Taiwan Hokkien AD5
Formosa AD1

like the railroad lines, were all built during the Japanese occupation.

The mountain ranges serve as a kind of climatic divide. The area north of the mountains, which includes the Taipei region, is known for its long rainy season and cold raw winters. In the area south of the divide, and especially around Taichung and the interior mountain region, the weather tends to be milder, with far less rain and many days of bright sunshine.

On the trip south from Taipei to Chang-hua City the train crosses several large rivers which originate in the interior mountains and flow west to the Strait of Formosa. The rushing torrents of water during and immediately after the rainy season dwindle to a trickle during the dry season, meandering through wide, sandy, and rocky river beds.

At Chang-hua City the traveler must leave the train for a bus headed southwest to the old port city of Lukang. Although the buses leave every fifteen minutes during the day, they are invariably crowded with people and their bundles of produce, fish, a chicken or two, or even building materials.

The thirty-minute trip in an old wooden Japanese bus is made entirely on dirt roads. The ride may be dusty or wet according to the season, but it is always bumpy and noisy. In the dry season strangling dust pours into the bus from all sides. During the wet season, there is always a possibility that the passengers will have to leave the bus and wade while the bus creeps slowly along over the flooded roadbed. Many menthol-distilling factories, brickworks, and small rice mills line the way. The bus must cross many small irrigation canals and maneuver around oxcarts. As the bus moves further away from Chang-hua City and approaches the seacoast area of Lukang, a change in the agricultural landscape, resulting from differences in irrigation systems, becomes more and more noticeable. In those places where there is still no irrigation system, there are large areas of dry fields.

After a half-hour wait in Lukang, the traveler boards another, similar bus for the trip to the village, which lies about three miles inland or southeast of Lukang. The uncomfortable fifteen-minute ride ends when the bus comes to a halt in front of the Hsin Hsing village store.

The houses in the village are constructed of bamboo, mud or fired brick, and plaster. The foundations and structural uprights are usually brick; the walls are a latticework of bamboo strips, filled in with plaster which is a mixture of mud and cow dung. The plaster filling is usually whitewashed. Sometimes the main supports are not brick but heavy bamboo poles. Newer houses, and the older houses of the wealthy, generally have roofs of cement tile, while the oldest and poorest houses have thatched roofs. Houses made of mud bricks are always thatched.